NASA Procedural Requirements

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COMPLIANCE IS MANDATORY

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Subject: Aircraft Operations Management w/Interim Revision to Chapter 3

Responsible Office: Aircraft Management Division

| TOC | Preface | Chapter1 | Chapter2 | Chapter3 | Chapter4 | Chapter5 | Chapter6 | Chapter7 | AppendixA | AppendixB | AppendixC | AppendixD | AppendixE | AppendixF | ALL |

Appendix F. Definitions

1. Aircraft Classification

1.1. Research and Development. All aircraft directly related to the production or acquisition of data. This includes, but is not limited to, data acquired for aeronautics, Earth, space, or life sciences, meteorology, and photogrammetry.

1.2. Program Support. Aircraft used to support programs and operations other than the direct production and acquisition of data. This includes, but is not limited to, astronaut training, safety chase, photo chase, cargo transport, flight training, range surveillance, launch security, and command and control.

1.3. Mission Management. Those administrative aircraft certified by the Federal Aviation Administration and used primarily for passenger transport. These include aircraft used to transport management and staff personnel on official travel for the purpose of satisfying mission requirements or other travel for the conduct of agency business.

1.4. Inactive aircraft are those for which use in one of the classifications above has been completed and is in a nonoperational status either with potential for future use or awaiting disposition, on loan from NASA, used for spare parts, or acquired for future use.

2. NASA-Controlled Aircraft.

Aircraft which are bought, borrowed, leased, bailed, or otherwise procured or acquired, regardless of cost, from any source for the purpose of conducting NASA science, research, and/or other missions, and which are operated by NASA and/or whose operation is managed by NASA. Aircraft loaned by NASA to another agency/organization will not be considered NASA-controlled aircraft unless so stated by agreement.

3. NASA Aircraft Inventory.

All active NASA-controlled aircraft. Both active and inactive aircraft will be recorded on property control inventories.

4. Acquisition.

Any means of bringing an aircraft under NASA control or into the property control inventory.

5. Aircraft Modification.

Any alteration, addition, or removal of aircraft structure, components, equipment, computer software, or primary instrumentation. Routine maintenance is excepted from this definition.

6. Airworthiness.

Per FAA 8130.2C, Chapter. 1, paragraph 9. Generally, the capability of an aircraft to be operated within a prescribed flight envelope in a safe manner.

6.1. Configuration Control. Conformity to type design is considered attained when the aircraft configuration and the components installed are consistent with drawings, specifications, and other data that are part of the type certificate and would include any supplemental type certificates and field-approved alterations incorporated into the aircraft.

6.2. Aircraft Maintenance. The scheduled or unscheduled work on an aircraft that is required to attain or to sustain a state of airworthiness and work meets all required standards, practices, and guidelines for airworthiness.

6.3. Quality Assurance. The act of attaining certainty that maintenance performed on aircraft meets all required airworthiness standards, regulations, practices, and guidelines.

7. Civil Aircraft.

Aircraft other than public or military aircraft. Includes aircraft engaged in carrying persons or property for commercial purposes, such as air carrier, commuter, charter, and leased aircraft, and Government aircraft carrying passengers.

8. Public Aircraft.

Aircraft used only in the service of a government or a political subdivision. It does not include Government-owned aircraft engaged in carrying persons or property for commercial purposes.

9. Bailed Aircraft.

Any aircraft borrowed by a department or agency from DoD, State or local governments, or non-Federal entities. Thus, aircraft which are loaned to NASA, or which NASA loans to other entities, are "bailed" aircraft.

10. Disposition.

Any means of deleting an aircraft from NASA control or from the property control inventory.

11. Flight Envelope.

Aircraft performance limits or limitations approved by the aircraft manufacturer, DoD, FAA, or established by a formal NASA airworthiness review or by a supervisory operations official.

12. Hazard Analysis.

The technique used to systematically identify, evaluate, resolve, and assess hazards.

13. Mission.

Any aircraft flight other than routine pilot proficiency, aircraft maintenance, or logistics flight.

14. NASA Intercenter Aircraft Operations Panel (IAOP).

The IAOP is composed of members from Centers that operate aircraft, representatives from the Aircraft Management Team (AMT), advisors from appropriate Centers, and the Office of Safety and Mission Quality, and points of contact from the Headquarters Program Offices.

15. Crew duty time

is the total time a crew is on duty before the final termination of a flight. Crew duty time accrues consecutively and begins when a crew reports to a designated place of duty to begin preparation for a flight and ends 1 hour after block-in time.

16. Crew rest

is provided to flight crewmembers in order to rest and eat. It includes crew transportation prior to participating in flight crew duties.

| TOC | Preface | Chapter1 | Chapter2 | Chapter3 | Chapter4 | Chapter5 | Chapter6 | Chapter7 | AppendixA | AppendixB | AppendixC | AppendixD | AppendixE | AppendixF | ALL |

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